

AN ORDINANCE

BY: COMMUNITY DEVELOPMENT/HUMAN RESOURCES COMMITTEE

AN ORDINANCE TO AMEND THE 2008 CITY OF ATLANTA STRATEGIC ACTION PLAN BY ADOPTING “ATLANTA BELTLINE MASTER PLAN SUB-AREA 2: HERITAGE COMMUNITIES OF SOUTH ATLANTA”; AND FOR OTHER PURPOSES.

WHEREAS, pursuant to 07-O-1946, the 2008 City of Atlanta Strategic Action Plan, adopted by the City Council on April 21, 2008 and approved by the Mayor on April 28, 2008, became the official comprehensive development plan of the City of Atlanta for the physical, social, and economic growth of the City as well as promote the public health, safety and general welfare of the City’s residents; and

WHEREAS, the BeltLine is one of the most comprehensive economic development efforts ever undertaken in the City of Atlanta and will combine greenspace, trails, transit, and new development along 22 miles of historic rail segments that encircle the urban core; and

WHEREAS, the BeltLine Master Plan consists of ten separate sub-areas; and

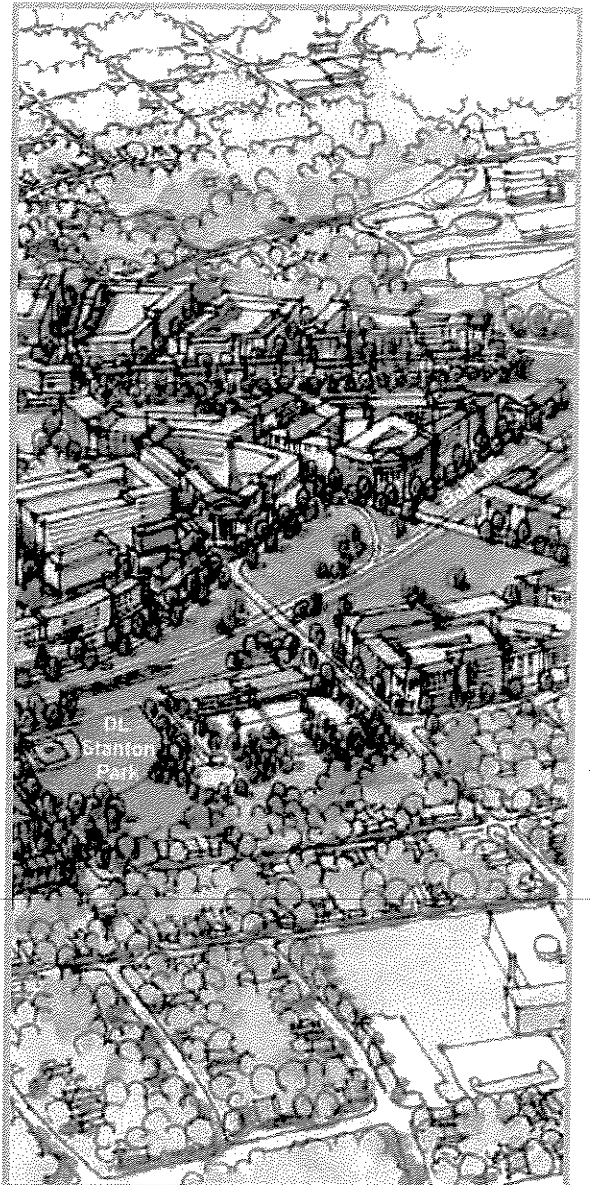
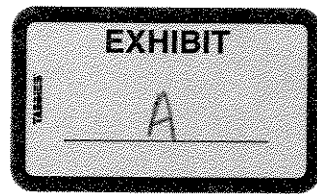
WHEREAS, Sub-area 2 of the BeltLine Master Plan, known as “Heritage Communities of South Atlanta”, is wholly or partially located in NPU S,V,X Y and council districts 1, 4 and 12; and

WHEREAS, the Master Plan for Sub-area 2 has been completed and represents a collaborative effort between Atlanta BeltLine Inc., consultants from Tunnell-Spangler-Walsh & Associates, the Bureau of Planning, NPU’s, and neighborhoods.

NOW, THEREFORE THE CITY COUNCIL OF THE CITY OF ATLANTA, GEORGIA HEREBY ORDAINS:

Section 1. That the 2008 Atlanta Strategic Action Plan is hereby amended to include the document, attached hereto and incorporated herein by reference as exhibit “A”, entitled “Atlanta BeltLine Master Plan Sub-area 2: Heritage Communities of South Atlanta”.

DRAFT



Atlanta BeltLine Master Plan

SUBAREA 2

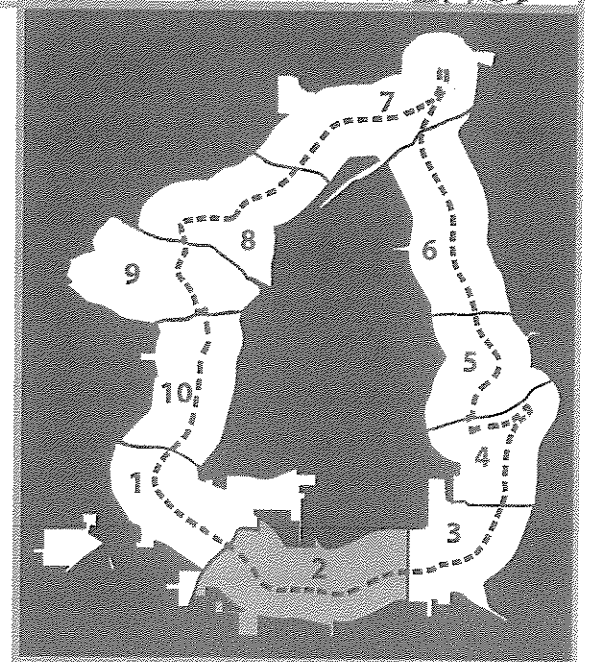
Heritage Communities of South Atlanta Plan Recommendation Report

Prepared for
Atlanta BeltLine, Inc.
by Tunnell-Spangler-Walsh & Associates
with Smith Dalia Architects

DRAFT December 5, 2008



BeltLine
Atlanta Connected



EXECUTIVE SUMMARY

This document provides the planning recommendations for BeltLine Subarea 2: The Heritage Communities of South Atlanta. The plan includes a detailed matrix of recommendations for future land use, parks, and mobility. Elements of these recommendations will be prioritized for implementation with community input and a refined estimate of project cost and available funding sources will be made.

Study Overview

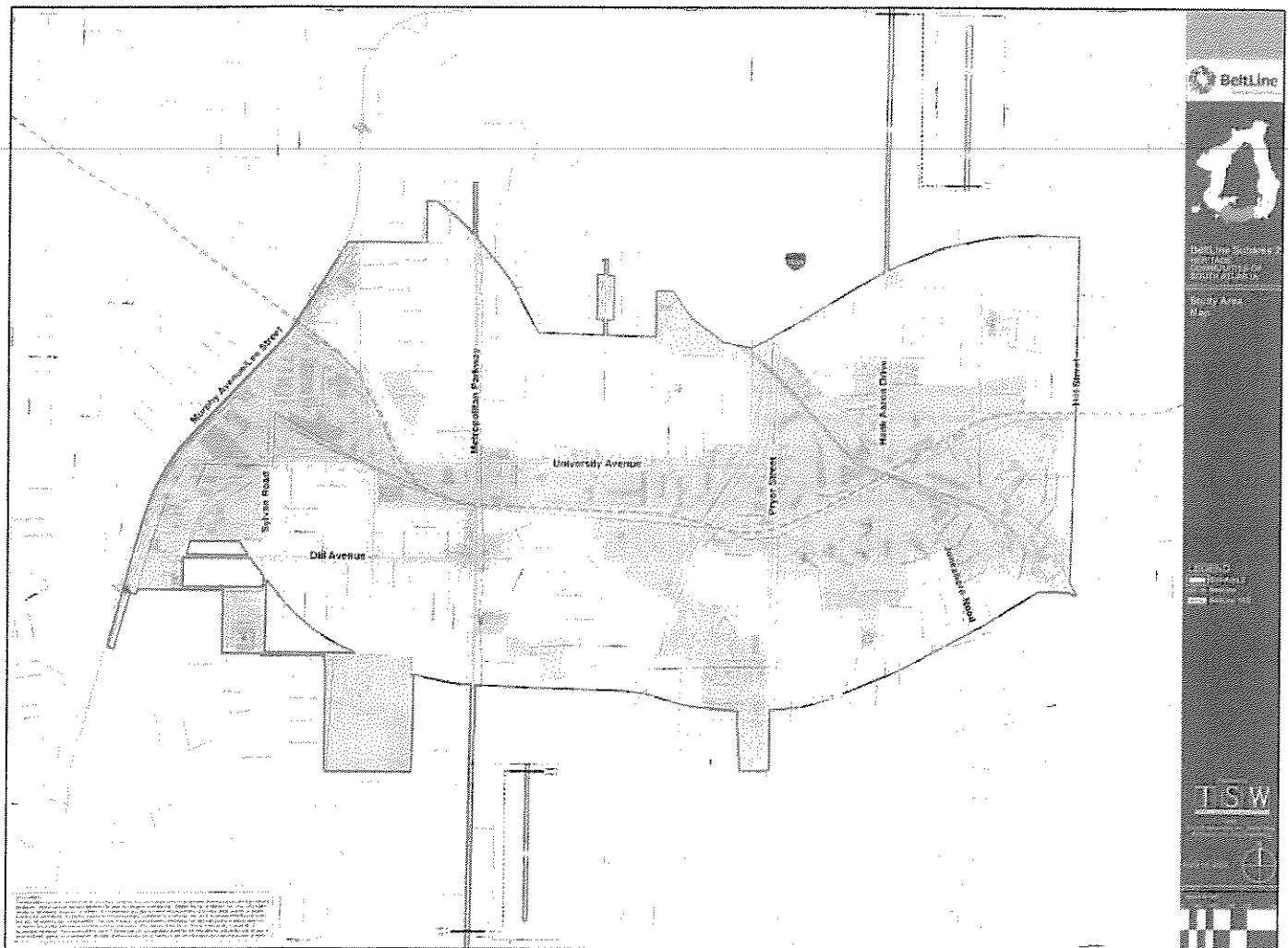
The Atlanta BeltLine will combine greenspace, trails, transit, and new development along 22 miles of historic rail segments that encircle the urban core of the city. Upon completion, it will connect

45 neighborhoods and more than 100,000 people who live within a half mile of the corridor.

Due to its size and impact, the BeltLine has been divided into ten subareas for more detailed planning and evaluation. This document outlines the recommendations for Subarea 2, based on the previously completed inventory and assessment report, provided below in Appendix C.

The inventory and assessment report analyzes existing conditions in the neighborhood with regard to current assets and issues in the areas of demographics and housing, land use and zoning, urban design and historic resources, and natural features and environment.

Previous planning studies were also reviewed in order to update and refine their efforts, taking



Map showing study area outlined in green, with parcels within the TAD shown in orange

into account recent development activity as well as relevant planning studies. The studies reviewed included:

- BeltLine Redevelopment Plan (2005)
- Jonesboro Road Redevelopment Plan Update (2006)
- Peoplestown Community Redevelopment Plan Update (2006)
- Blueprints Pittsburgh (2006)
- Oakland City/Lakewood LCI (2004)
- Southside Redevelopment Plan (2000)

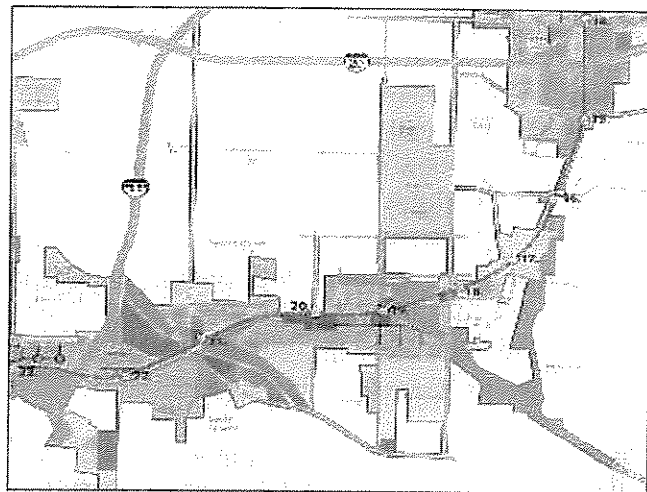
Subarea Context

Subarea 2, shown on the map on the previous page, is located on the BeltLine's southern end, about two miles south of downtown Atlanta. It includes portions of Neighborhood Planning Units S, V, X, and Y; City Council Districts 1, 4, and 12; and the neighborhoods of Adair Park, Capital View, Capital View Manor, Chosewood Park, High Point, Oakland City, Peoplestown, Pittsburgh, and South Atlanta.

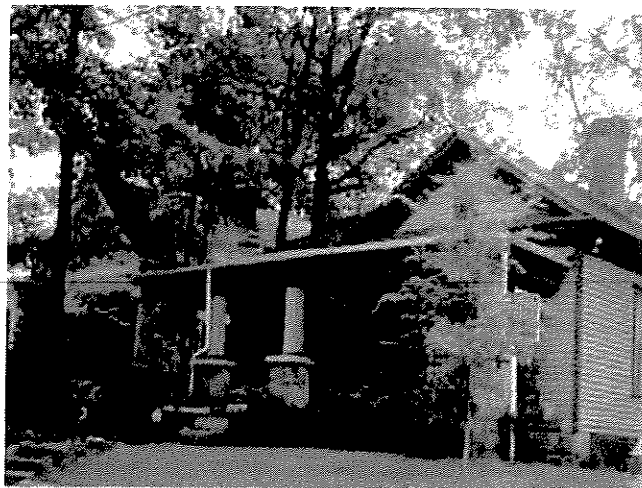
The subarea centers on the BeltLine between Murphy Avenue and Hill Street. This section runs southwest from Peoplestown through a tunnel near Carver High School. It then heads west under I-75/85 to Metropolitan Parkway. At Capitol View and Adair Park, the corridor turns northwest through the Murphy Triangle district. It then passes under MARTA's north-south rail line into the West End.

The Heritage Communities of South Atlanta subarea totals 1,765 acres. Its boundaries include 885 acres of land within the BeltLine Tax Allocation District and additional parcels within one-half mile of the corridor.

The subarea includes several major streets. University Avenue runs east-west and connects Metropolitan Parkway with Pryor Road. I-75/85 also passes through on its way north to downtown and south to the airport. Other major north-south streets include Lee Street, Murphy Street, Metropolitan Parkway, Pryor Road, Hank Aaron Boulevard, and Hill Street. Major east-west streets include Dill Avenue, University Avenue, and McDonough Boulevard.



This effort builds on the vision of the 2005 Atlanta BeltLine Redevelopment Plan



The existing variety of historic single-family architectural styles characterizes the subarea and should be preserved



Existing historic industrial landmarks in the subarea should be preserved or incorporated into redevelopment

Methodology and Community Input

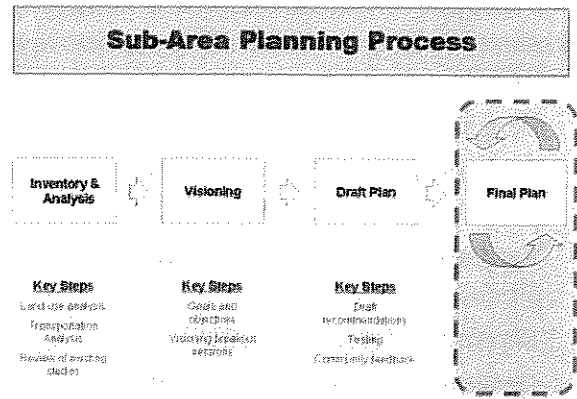
The recommendations of this study are based on knowledge and insights gained from the inventory and analysis of the subarea and from extensive community input. The planning methodology included a thorough inventory in the areas outlined above, combined with technical analyses in the areas of expertise of the members of the consultant team. This document is the culmination of the planning process for Subarea 2.

The process has been guided by public involvement at all levels. Several opportunities for the public to provide review and comments about existing conditions, desired future vision, draft recommendations, and final recommendations were provided. These included Steering Committee Meetings and Study Group Meetings occurring from August 2007 through August 2008.

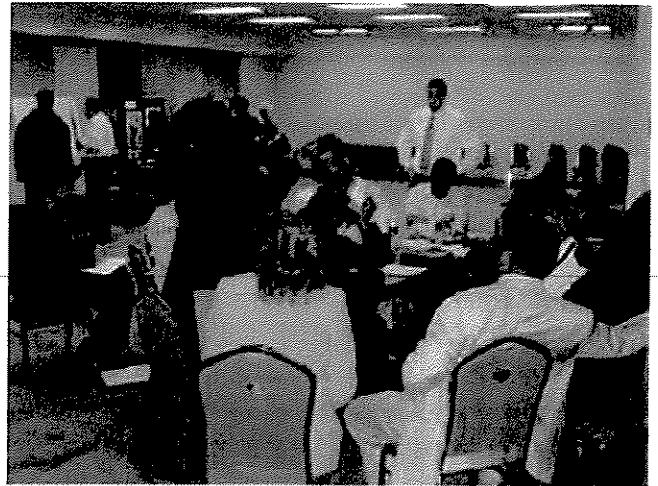
Guiding Principles

At the beginning of the process, a series of guiding principles were developed to provide direction to the process. These include:

- *1: Encourage the economic development of the Heritage Communities.*
- *2: Identify and preserve historic resources and the local sense of place.*
- *3: Utilize redevelopment to mend the urban fabric.*
- *4: Provide a safe and balanced transportation system.*
- *5: Provide connectivity, continuity, and redundancy among various modes of transportation.*
- *6: Connect neighborhoods and public facilities with transportation.*
- *7: Provide adequate parking facilities.*
- *8: Provide a balanced mix of compatible land uses.*
- *9: Expand housing options.*
- *10: Provide a range of safe parks and open space.*



The planning process progressed through four stages, allowing for input at each stage



Public Involvement occurred at each phase of the planning process and guided recommendations and plan review

Plan Summary: Land Use & Design

As redevelopment begins to occur in the BeltLine corridor, the overall goal of new construction should be compatibility, so that existing areas reap the benefit of new more walkable areas rather than being adversely impacted.

The plan recommendations include concept plans for two redevelopment areas, Murphy Triangle and Peoplestown/Pryor Road. The total number of potential jobs and new housing units is also calculated for the year 2030 based on the proposed land use mix. General policies that guide the land use recommendations include:

- *Establish a series of centers along the BeltLine*

Centers fall into two categories: neighborhood and employment. Neighborhood centers provide retail for one or two neighborhoods. Employment centers create jobs for several neighborhoods. Each will be scaled to context.

Proposed centers are located at Murphy Triangle, University Avenue, McDaniel Avenue south of University, Pryor Road, Hank Aaron/McDonough, and at Hill Street. The latter would be a primarily residential node.

- *Establish a new street pattern that supports these centers, regardless of land uses.*

New streets are of critical long-term importance and must be provided as development occurs.

- *Connect centers with parks and open spaces.*

New parks, multi-use trails, and streetscapes will

create a network of high quality public spaces.

- *Promote smaller block size in new development through mandatory street connections.*

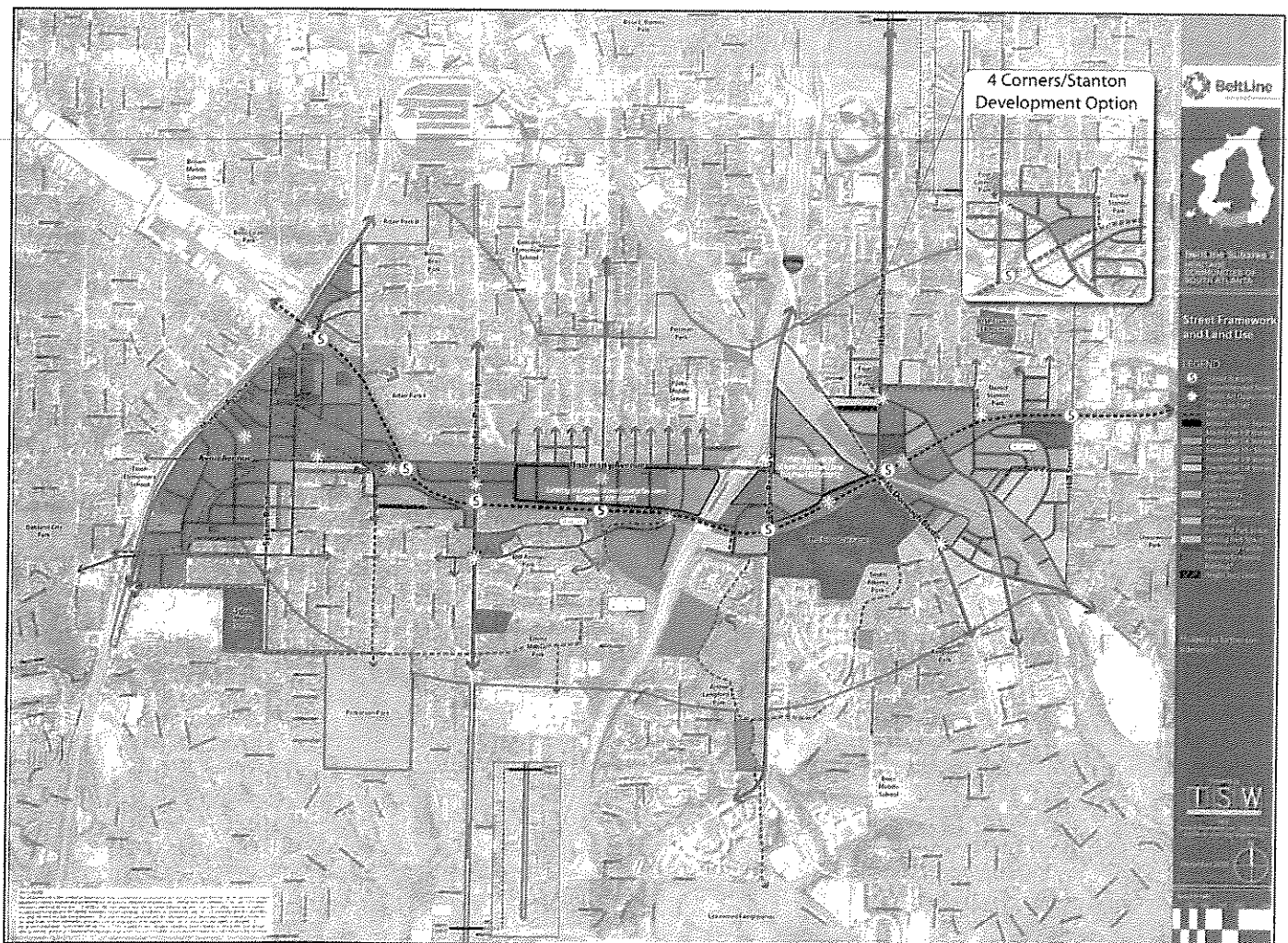
New streets and small blocks will create healthy communities that decrease congestion, support transit, encourage bicycling and walking.

- *Increase density of mixed use development near transit stations and other appropriate properties.*

Increased density near transit will support ridership and ensure the success of the transit and trail systems. Density will decrease near existing neighborhoods.

Plan Summary: Mobility

Mobility projects strive to balance all modes of transportation.



Map showing recommended future land uses, proposed multi-use trails, and recommended streets

Intersection projects:

- I-1: University Avenue at McDonough Boulevard/Hank Aaron Drive – Reconfigure intersection to account for closure of Ridge Avenue.
- I-2: University Avenue at I-75/85 Northbound Ramps – Add and extend turn lanes.
- I-3: University Avenue at Metropolitan Parkway – Add and extend turn lanes.
- I-4: Ridge Avenue at Hank Aaron Drive – Add and extend turn lanes.
- I-5: Metropolitan Parkway at Dill Avenue – Add and extend turn lanes.
- I-6: McDonough Boulevard at Jonesboro Road – Add and extend turn lanes.
- I-7: Avon Avenue at Murphy Avenue – Add and extend turn lanes.

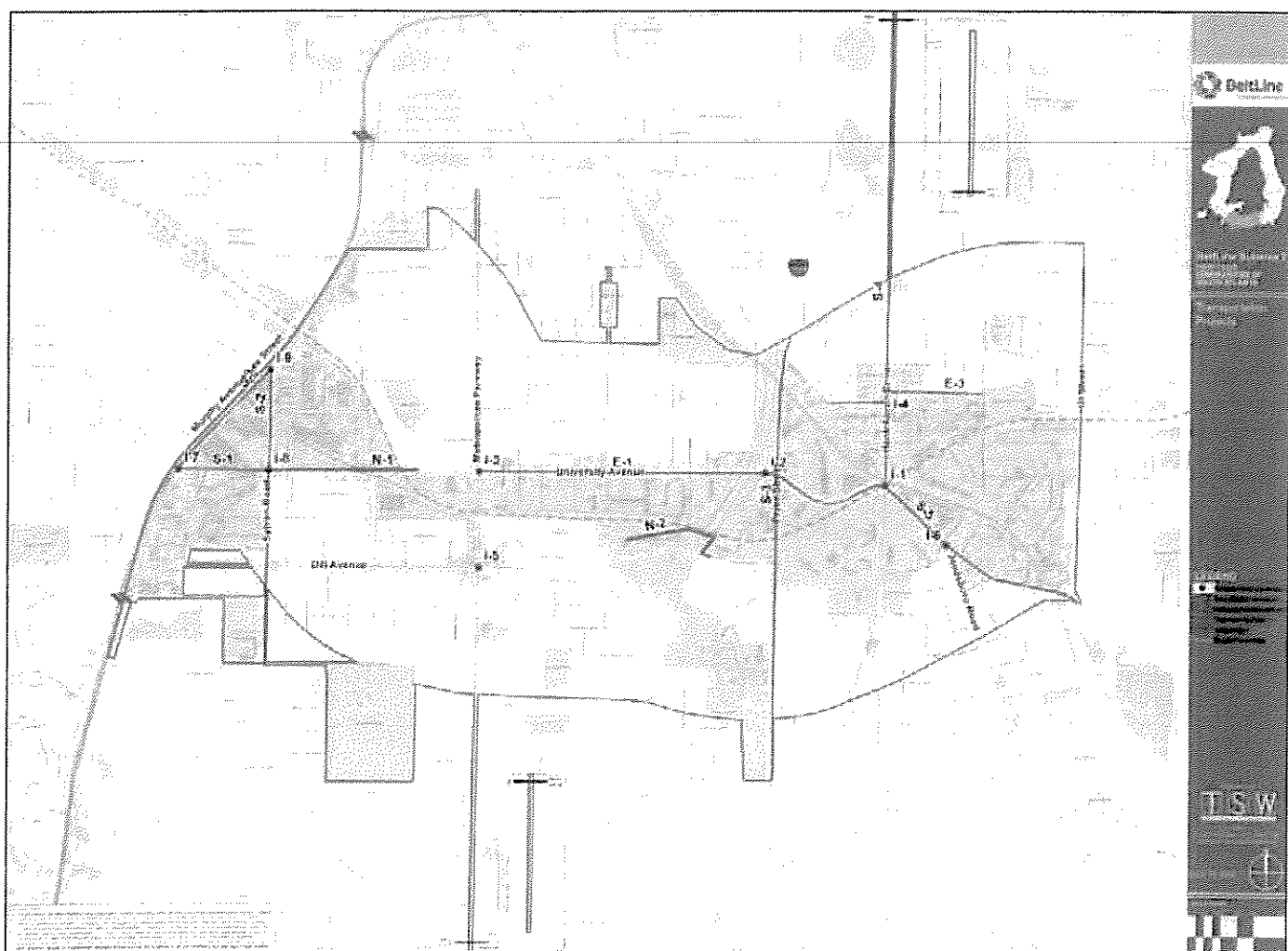
- I-8: Avon Avenue at Sylvan Road – Add and extend turn lanes.
- I-9: Sylvan Road at Murphy Avenue – Add and extend turn lanes.

New Streets and Connections:

- N-1: Street Framework Plan – Build new streets and extend of existing ones.
- N-2: University Avenue to Avon Avenue – Extend University Avenue across the BeltLine.
- N-3: Avon Avenue Connection – Connect Avon Avenue across the MARTA tracks.
- N-4: Manford Road Extension – Extend Manford Road under I-75/85 via existing underpass.

Roadway Enhancement/Streetscapes:

- E-1: University Avenue from Metropolitan Parkway to McDonough Boulevard.



Map showing recommended transportation projects

- E-2: Ridge Avenue – Realign Ridge Avenue to connect to Hank Aaron Drive.
- E-3: Streetscapes on Boynton Avenue – Boynton Avenue streetscape, which includes bulbouts, trees, and new sidewalks.

New sidewalks are recommended as follow:

- S-1: Avon Avenue from Murphy Avenue to east of Sparta Street.
- S-2: Sylvan Road from Murphy Avenue to Deckner Avenue.
- S-3: Pryor Street from Ridge Ave to Pryor Road and Pryor Circle split.
- S-4: Hank Aaron Drive from Mitchell Street to Ridge Avenue/McDonough Avenue
- S-5: McDonough Boulevard from Hank Aaron Drive to Hill Street.

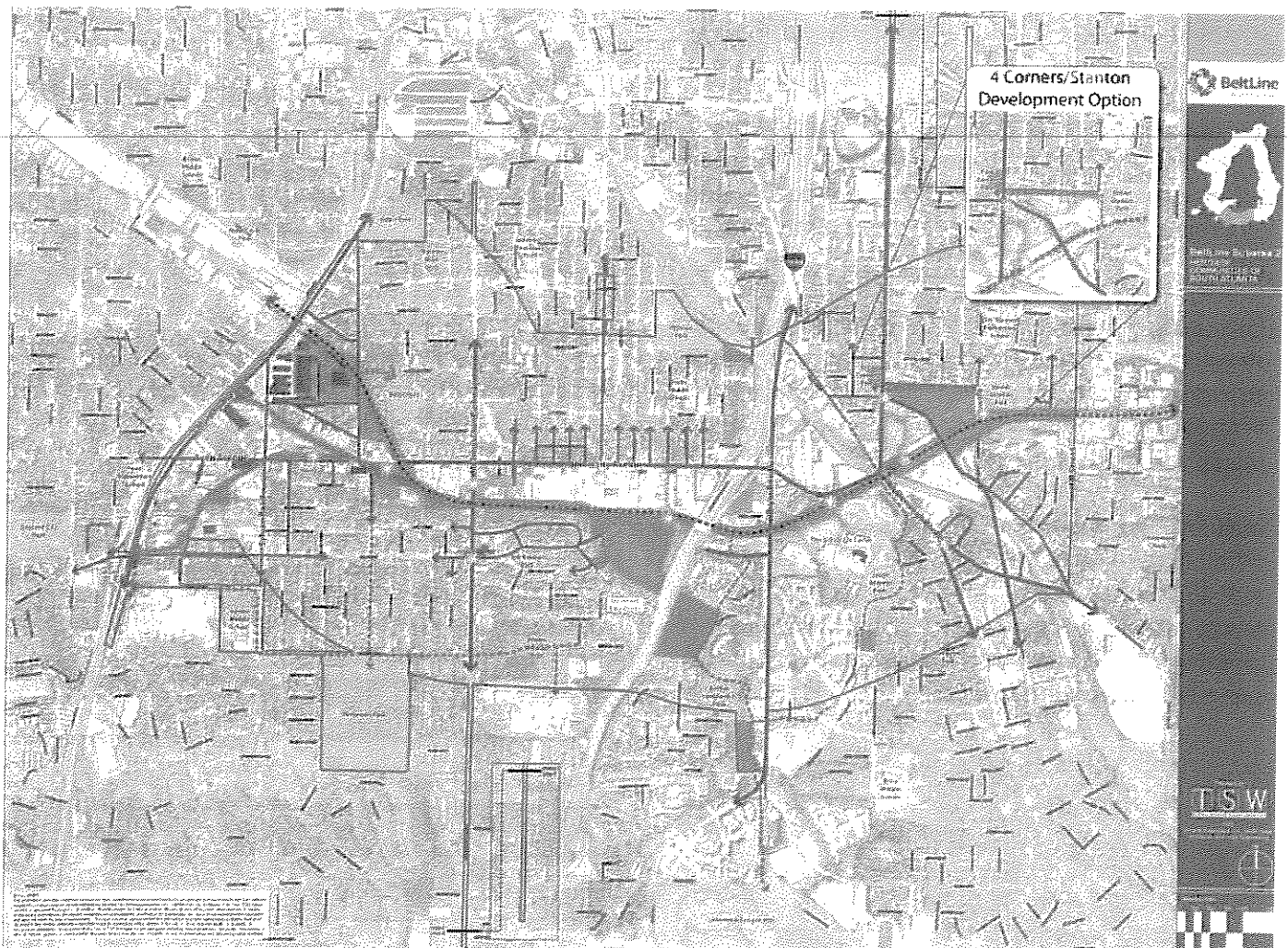
- S-6: Murphy Avenue from University Avenue to Sylvan Road.
- S-7: New stairway at Hillside Park to proposed McDaniel Street transit station.
- S-8 New stairway west of Hill Street to increase connectivity to Milton Avenue.

System-wide Projects

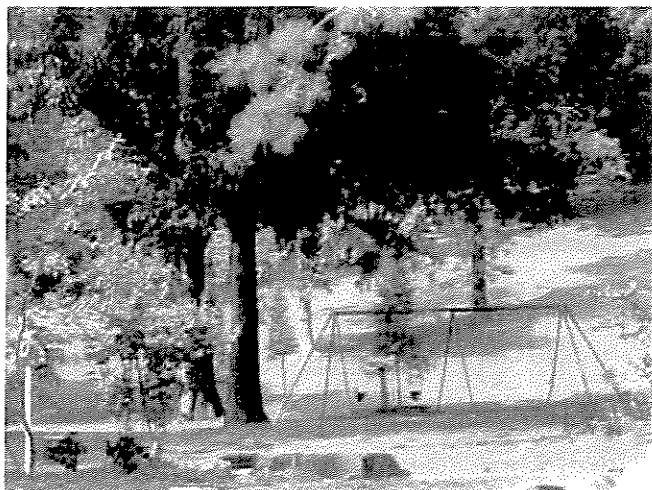
- Traffic Signal Optimization
- Traffic Calming Measures

Plan Summary: Parks and Open Space

Existing open spaces in the subarea will be enhanced and expanded with 125 acres of new public and private open space. These will range in size from less than 1 acre to over 20.



Map showing proposed open space network, including parks, multiuse trails, and public art locations



Existing parks within the subarea provide a range of recreational opportunities

Urban park space should be designed for a range of people and should not be limited only to green space, but should include plazas, pocket parks, and other urban forms. Parks should be fronted by buildings to help define the space and provide informal supervision.

Playgrounds should be incorporated where appropriate, to provide amenities for families in urban environments. Art and preserved historic structures can help tell the history of the area in parks.

Park space should allow for vendor space and should follow the BeltLine arboretum plan in order to preserve and enhance the city's tree canopy. Proposed greenway trails would link new parks to residences and nearby destinations.

Specific improvements and a variety of enhancements are proposed for Four Corners Park and DL Stanton Park. These include new facilities, lawns, athletic fields, play areas, trails, and more. A proposed linear park could also connect the two parks along Boynton Avenue.

Proposed New Public Parks

Key	Description	Acres
P-1	Murphy Crossing Park (State Farmers Market)	17.2
P-2	Catherine Street "Green Street"	0.0
P-3	Allene Avenue Park	3.1
P-4	Hillside Park	20.5
P-5	High Point Park	13.8
P-6	South River Park	3.8
P-7	McDonough/Jonesboro Triangle Park	0.2
P-8A	Boynton Avenue Linear Park: Phase I Multi-Use Trail Right-of-Way	1.8
P-8B	Peoplestown Park Expansion	10.6
P-9	Four Corners Park Expansion	1.3
P-10	Pittman Park Expansion	2.3
P-11	Murphy Linear Park South	2.0
P-12	Murphy Linear Park North	7.0
P-13	South Atlanta Park Expansion	1.4
	TOTAL:	85.0

Proposed New Private Parks

Key	Description	Acres
P-14	Beechwood Avenue Park	1.0
P-15	Cox Avenue Park	0.3
P-16	Division Street Park	0.7
P-17	Hartford Place Park	0.3
P-18	Metropolitan Park	1.5
	TOTAL:	3.8

Total New Park Space

Key	Description	Acres
	GRAND TOTAL:	88.8

Part II: Legislative White Paper: (This portion of the Legislative Request Form will be shared with City Council members and staff)

A. To be completed by Legislative Counsel:

Committee of Purview: CD/HR

Caption:

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Council Meeting Date: 3/16/09

Requesting Dept.: DPCD

FAC Confirmed by: N/A

B. To be completed by the department:

1. Please provide a summary of the purpose of this legislation (Justification Statement).

Example: The purpose of this legislation is to anticipate funds from a local assistance grant to purchase child safety seats.

The purpose of this legislation is to adopt the Beltline Subarea 2 Masterplan, Heritage Communities of South Atlanta(see attachment A.

2. Please provide background information regarding this legislation.

Example: The task force of homelessness conducted a study regarding homelessness, its impact and consequences on the City. This resolution reflects the Mayor's desire to open a twenty-four hour center that will respond to the needs of the homelessness in Atlanta.

The Beltline Project is a 22 mile loop of land around the City of Atlanta. The project area was divided into 10 subareas for planning and development purposes.

3. If Applicable/Known:

- (a) Contract Type (e.g. Professional Services, Construction Agreement, etc): NA
- (b) Source Selection:
- (c) Bids/Proposals Due:
- (d) Invitations Issued:
- (e) Number of Bids:
- (f) Proposals Received:
- (g) Bidders/Proponents:
- (h) Term of Contract:

4. Fund Account Center (*Ex. Name and number*):

Fund: _____ Account: _____ Center: _____

5. Source of Funds: *Example: Local Assistance Grant* NA

6. Fiscal Impact: Beltline development project funding will come from the funds generated by the Beltline Tax Allocation District.

Example: This legislation will result in a reduction in the amount of _____ to Fund Account Center Number _____.

7. Method of Cost Recovery: NA

Examples:

- a. *Revenues generated from the permits required under this legislation will be used to fund the personnel needed to carry out the permitting process.*
- b. *Money obtained from a local assistance grant will be used to cover the costs of this Summer Food Program.*

TRANSMITTAL FORM FOR LEGISLATION

TO: MAYOR'S OFFICE

ATTN: GREG PRIDGEON

Dept.'s Legislative Liaison: Garnett Brown

Contact Number: x6724

Originating Department: Planning and Community Development

Committee(s) of Purview: CDHR

Chief of Staff Deadline: January 14, 2009

Anticipated Committee Meeting Date(s): March 10, 2009

Anticipated Full Council Date: March 16, 2009

Legislative Counsel's Signature: 

 Commissioner Signature: 

Chief Procurement Officer Signature: _____

CAPTION

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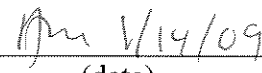
FINANCIAL IMPACT (if any): Not Applicable

Mayor's Staff Only

Received by CPO: _____
(date)

Received by LC from CPO: _____
(date)

Received by Mayor's Office: 1/14/09 Amc
(date)

Reviewed by:  1/14/09
(date)

Submitted to Council: 1/15/09
(date)